

Innovative Deicing Technology At AZO

In March, Kalamazoo/Battle Creek International Airport was the site of a ground breaking ceremony for a new, innovative deicing facility. Radiant Aviation Services (RAS) has the only FAA-approved patented infrared deicing system. The facility, which is an alternative to glycol deicers, is being used at only three other airports nationwide. The other three airports with the systems are Newark International Airport, Buffalo Niagara International Airport, and Rhineland Oneida County Airport.

“Radiant Energy is pleased to make our leading-edge deicing technology available to air travelers flying into and out of Kalamazoo/Battle Creek International Airport. Radiant’s InfraTek Deicing Service Center can quickly deice aircraft of all sizes at this airport. The end result - passengers get safely and quickly off the ground,” said RAS President, Bruce Nobles.

The new facility will be in full use by fall 2001. Funds for the facility were provided by RAS.



2001 Airport Awareness Projects

Alpena County Regional Airport is developing a branding jingle to be used in radio advertising, is publishing a newsletter, hosting an open house and an airline/travel agency forum.

Detroit-Willow Run—Airport personnel are planning to attend several cargo conferences/exhibits to market the facility.

Escanaba–Delta County Airport is publishing an airport newsletter, a brochure, and using results of an economic benefit analysis to develop upcoming advertising.

Hancock–Houghton County Memorial Airport is using program funds to increase public awareness of the upcoming runway project, the impact upon scheduled air service, and other airport activities.

Iron Mountain–Ford Airport will conduct a mailing targeted to local businesses, sponsor a passenger contest to encourage local usage, and will advertise in community events such as the Pine Mountain Intercontinental Cup Competition.

Manistee County Blacker Airport developed a new radio advertising campaign, “It’s So Easy,” is continuing cable TV and print advertising, and will publish an airport newsletter.

Marquette–Sawyer International Airport will conduct a direct mail campaign, host media/community education and airline/travel agency forums, and will develop an airport brochure.

Muskegon County Airport will host a “Chalet for Travel Agents” at the Muskegon Air Fair and establish a “Bonus Miles” program.

Pellston Regional Airport of Emmet County will host an open house, publish an airport newsletter, and develop advertising for inclusion in the chamber of commerce newsletter.

Sault Ste. Marie–Chippewa County International Airport distributed 90,000 copies of its last newsletter to the three counties of the eastern upper peninsula and the entire northern region of Sault, Ontario, and took part in sponsorship of the Chippewa County Fair.

Air Service Update

Grand Rapids - Skyway Airlines, The Midwest Express Connection, announced it will introduce two nonstop roundtrip flights each weekday between Grand Rapids and Columbus, Ohio on April 23, 2001. This will be the only nonstop service between these two cities.

Skyway currently provides nonstop service to Milwaukee, New York/La Guardia and Washington National from Grand Rapids.

Traverse City - Air Wisconsin, operating as United Express, will initiate five daily nonstop flights to Chicago O’Hare with a mix of 32-seat Fairchild Dornier turboprops and 50-seat Canadair regional jets beginning May 1, 2001.

Northwest Airlink carrier Express One is scheduled to replace one of the existing 34-seat turboprop flights with a 50-seat Canadair regional jet beginning April 15, 2001. The daily service will operate nonstop between Detroit Metro and Traverse City.

Detroit - Northwest Airlines will add San Jose to its extensive list of destinations served nonstop from Detroit Metro. Effective May 1, 2001, the service will be operated twice daily with 124-seat Airbus 319 aircraft.

American Eagle, the regional affiliate of American Airlines, began regional jet service between Detroit Metro and New

York LaGuardia Airport on March 2. The airline will offer four daily round trips with 37-seat Embraer 135 regional jets.

Kalamazoo - Northwest Airlink carrier Express One began scheduled service to Detroit using 50-seat Canadair regional jets as of March 15, 2001. The daily service is operating nonstop between Detroit Metro and Kalamazoo.

Iron Mountain - Complimenting its existing service to Chicago O’Hare, United Airlines codeshare partner Great Lakes Airlines began additional service to Minneapolis. The service became effective February 15, 2001. The new service is being operated with 19-seat Beech 1900D aircraft.

Lansing - United Express carrier Air Wisconsin will initiate nonstop regional jet service between Lansing and Chicago O’Hare Airport. Previously, service had been available only on turboprop aircraft. The airline will operate six daily flights using 30 seat Dornier 328 turboprops and one daily flight with a 50-seat Canadair regional jet.

Marquette - Sawyer International became the first upper peninsula airport to receive scheduled jet service since the end of deregulation in 1978. American Eagle began daily operation of 50-seat Embraer 145 regional jets between Chicago O’Hare and Marquette. In addition, the Marquette community will continue to benefit from the operation of the Regional Aircraft Maintenance Center (RAMC) which will now perform maintenance work on the Embraer Aircraft.



American Eagle began regional jet service to Sawyer International Airport earlier this spring.

Revised Schedule of the Michigan Aeronautics Commission

The May meeting of the Michigan Aeronautics Commission has been changed. The meeting will be held Wednesday, May 23, 2001 in Holland. The remainder of MAC’s schedule for 2001 is as follows:

May 23, 2001 (new)	Holland
July 19, 2001	Houghton-Hancock
September 27, 2001	Gaylord
October 25, 2001	Detroit
November 28, 2001	Lansing

Policy Plan for Michigan Air Service

On March 15, 2001, the Michigan Aeronautics Commission adopted the Policy Plan for Michigan Air Service (PPMAS). This document was developed by MDOT with input from a steering committee comprised of individuals representing organizations from within and outside the aviation industry.

During development, three considerations were of paramount importance:

- ◆ Assure the appropriate distribution of air service to support and promote economic development state-wide
- ◆ Assure the appropriate distribution of air service to support quality of life for Michigan residents and visitors by providing access to the national air transportation system.
- ◆ Match a community's air service to the level which it can profitably support.

DTW Tops 35 Million

The year 2000 was the 11th consecutive year Detroit Metropolitan Airport has set all time passenger records. DTW's 35,535,080 total passengers tops 1999 by 4.4%. Once again, international traffic at the airport lead the way with an increase of 15.3% over 1999. DTW is the world's sixth busiest airport with more than 1,500 daily takeoffs and landings by 20 carriers, serving more than 130 domestic and international non-stop destinations.

The policy plan sets the stage for identifying areas and implementing initiatives where MDOT has an opportunity to further enhance the availability and use of air service in Michigan. PPMAS goals address transportation services coordination, land use coordination, basic mobility, preservation, intermodalism, environment and aesthetics, strengthening Michigan's economy, and safety. The goals identify MDOT actions that may be carried out through the Air Service Program or other MDOT programs as appropriate. The PPMAS process resulted in three overall policies to guide the Air Service Program, including:

- ◆ Geographical suitability of Michigan's existing 18 airports with scheduled air service to meet Michigan service needs, and monitoring of future capacity.
- ◆ Addressing deficiencies at certain of these airports to match the community's air service to the level which it can profitably support.
- ◆ Retention of scheduled air service at the 18 airports, working within available resources.

Passenger Statistics

In 2000 total passengers at Michigan's Air Carrier Airports increased by 4% over 1999 figures--40,528,139 passengers traveled through Michigan's airports during the year. The airports with the largest percent increases include Alpena, Detroit Metro, Flint, Grand Rapids, Houghton/Hancock, Ironwood, Sault Ste Marie, and Traverse City.



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Spring 2001

Construction Season In Full Swing

Construction projects have begun at many air service airports in Michigan. Two of the more noteworthy projects are taking place at Houghton County Memorial Airport serving Houghton/Hancock, and Gerald R. Ford International Airport in Grand Rapids. Both airports are having their primary runways reconstructed.

In Houghton, runway 13/31 will be closed from mid May until late October. The entire airport will be closed for the initial phase of construction from May 14 through May 27. On May 28, the airport is scheduled to reopen using runway 7/25. The closure will impact the scheduled service provided by Mesaba/Northwest Airlink.

Using the shorter runway will limit the maximum takeoff weight of the Saab 340 used to service Houghton. As a result, Mesaba will reduce its current schedule of six daily departures to four. All flights will stop in Marquette, with continuing and connecting opportunities to Northwest hubs in Minneapolis and Detroit. Mesaba designed the schedule to provide the least possible impact to air service in Houghton.

"We understand the necessity of this construction project and have worked closely with the Houghton County Airport Board of Commissioners and Airport Management to understand its scope and duration," said Scott L. Durgin, Vice President, Mesaba Airlines Customer Service. "We believe this schedule will give our customers traveling to and from the Upper Peninsula the best possible service and the least disruption," he added.

"We appreciate that Northwest Airlines and Mesaba have worked with us to manage their operations through the construction project," said Sandra LaMothe, manager of the Houghton County Memorial Airport. "The runway project positions us well for future traffic growth and this schedule minimizes the disruption to air travel during construction."

In Grand Rapids, reconstruction of the primary east/west runway began in February 2001. The nine-month project is slated for completion in November of this year. The project is part of a 10-year, \$250 million capital development and improvement program designed to meet the airport facility needs due to the expanding West Michigan economy.

Reconstruction of the runway will result in temporary changes in air traffic patterns, with increased use of the airport's two remaining runways. In an effort to minimize the noise impact, the Kent County Aeronautics Board successfully reduced the reconstruction period from two construction seasons to only one.

A 1994 pavement evaluation study recommended the complete reconstruction of the runway after 37 years of use. The reconstruction will allow the airport to safely and efficiently serve its nearly two million annual passengers and 75 million pounds of air cargo.

Call for Projects

This spring ten airports responded to the Air Service Program's "Call for Projects." Airport sponsors submitted many innovative projects ranging from emergency generators to terminal improvements and regional jetways. Approved projects should be underway this summer.